

BACKSTOPPER FOR BRIEFINGS

13 February 1967

COMMUNIST AID TO NORTH VIETNAM

<u>MILITARY:</u> (in million \$ )	<u>1953-64</u>	<u>1965</u>	<u>1966</u>	<u>Total</u>	<u>Cum.</u>
Soviet Union	70	225	175	470	
Comm. China	70	35	55	160	
East Europe	negl.	negl.	negl.	negl.	630
<u>ECONOMIC:</u>	<u>1955-64</u>	<u>1965</u>	<u>1966</u>	<u>Total</u>	
Soviet Union	369	85	150	604	
Comm. China	457	50	75	582	
East Europe	130	15	50	195	1,381
<u>Cumulative Total, Mil. &amp; Econ:</u>					<u>2,011</u>

I. North Vietnam over the past 15 years has received at least two billion dollars worth of military and economic aid from Communist countries.

A. We know of \$470 million in military equipment from the Soviet Union, and an additional \$160 million from Communist China. Military aid from Eastern Europe has been negligible.

B. The Soviet Union has provided just over \$600 million in economic aid, and the Chinese have almost matched this, with \$580 million. The East Europeans have added another \$195 million in economic aid.

C. We estimate that total military aid in 1966 amounted to \$175 million from the Soviet Union, and \$55 million from China.

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II. North Vietnam produces virtually none of its military hardware. It is equipped with Soviet weapons, or Chinese copies of Soviet weapons.

A. The Soviets have the principal responsibility for supplying the more sophisticated weapons--the surface-to-air missile system and most of North Vietnam's aircraft and helicopters.

1. The Chinese supplied the first regiment of jet fighters sent to Hanoi when the bombardment of the North began. These were the older MIG-15s or 17s. Since then jet fighters have come from the Soviet Union, including super-sonic MIG-21s.

2. The Soviets have supplied about 65 older MIGs, and at least 34 MIG-21s--possibly more which are still in shipping crates.

3. The Soviets have supplied the bulk of the 5,000 anti-aircraft guns in North Vietnam.

B. Chinese military aid consists primarily of small arms and ammunition--along with some military manpower for logistics, construction, and engineering, and two to four anti-aircraft artillery divisions.

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Ocean Shipping in 1966

III. Foreign ocean shipping to North Vietnamese ports dropped sharply, to 379 arrivals in 1966 compared to 530 in 1965.

A. There was a 71 percent decline in calls by ships flying Free World flags, attributable in part to restrictions imposed by Free World governments as a result of U.S. diplomatic demarches, and in part to shortages of Hanoi's principal exports.

1. Average monthly calls by Free World flags dropped from 21 in 1965 to about six a month in 1966.
2. Of the 74 Free World arrivals last year, 50 flew the British flag, 12 had Cypriot registry, 7 Greek, 4 Maltese, and 1 Italian. Most of these were under charter by Communist nations.
3. Most of the British-flag ships in North Vietnamese trade are under Hong Kong registry. Some of them are operated or even owned by Hong Kong shipping firms known to be controlled by Chinese Communists.

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B. Soviet port calls rose by more than 50 percent, from 79 to 122. There were 138 ships under Chinese Communist flag; 44 from Eastern Europe--mainly Poland; and one Cuban ship.

Imports and Exports

IV. North Vietnam imported about 1.5 million tons of cargo in 1966.

A. Slightly more than a million tons came by sea--and about 90 percent of this came from Communist countries. Some small arms and ammunition may have come by sea, and six helicopters came as deck cargo, but otherwise sea shipments were commercial. Items like petroleum products and vehicles, of course, contribute to the military effort.

1. Major bulk deliveries were 220,000 tons of fertilizer, 200,000 tons of P.O.L., and 90,000 tons of foodstuffs and timber.
2. The remaining 570,000 tons consisted of coal for Vietnamese steel production, metal products, machinery, and transportation and construction equipment.

B. About 115,000 tons of the seaborne shipments originated in Free World countries.

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1. Japan led with about 50,000 tons, more than one-third fertilizer. The rest was mainly metal products for construction, and miscellaneous manufactured goods.
2. Cambodian foodstuffs and French metal products, fertilizer, and spare parts for vehicles accounted for most of the remaining shipments of Free World origin.

C. All of the 420,000 tons that came in by rail probably originated in Communist countries.

1. Soviet transshipments across China-- about 60,000 tons last year--probably consisted almost entirely of military equipment.
2. Chinese rail shipments of about 360,000 tons included large quantities of coal, as well as other economic aid and military shipments.
3. For the past two years the Soviets have been flying in air cargo at a rate of about one transport aircraft every two weeks. These probably carry critical spare parts and other high-priority small items.

D. Seaborne exports from North Vietnam were down sharply in 1966.

1. The principal export, coal, fell off about 20 percent in 1966, to a little more than 900,000 tons. More than half went to China; about 350,000 tons to Japan, and 60,000 tons to West Europe.
2. Apatite ore, normally the second biggest export, was down to a mere 10,000 tons, because of the disruption of rail transport from northwestern North Vietnam to the ports.
3. Total exports by sea dropped from 1,700,000 tons in 1965 to 1,150,000 tons in 1966.

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(Re import and export of coal: DRV imports **soft coal** for steel mill, exports **hard coal**.)

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